



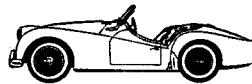
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TO: ALL DEALERS

BULLETIN: #S-60-5

DEPT: SALES & SERVICE

DATE: April 14, 1960

DISTRIBUTION: DEALERS AND FIELDMEN

RELEASE: IMMEDIATE

SUBJECT: TR-3 COLOR SPECIFICATION CHANGE

We are pleased to inform you that Sebring White on the TR-3 will be replaced by PEARL WHITE.

PEARL WHITE will be available on the next orders you submit, specifically July production, and we also inform you that a considerable number of May/June production orders for Sebring White will be produced in the PEARL WHITE color.

You are all aware of the tremendous success we had with PEARL WHITE when it was in the line, and we look forward to even greater success with it now that it has been reinstated.

The PEARL WHITE applies to the TR-3 ONLY, and not to the Triumph Herald line.

Alfred E. Sherman
Service Director

AES/ak



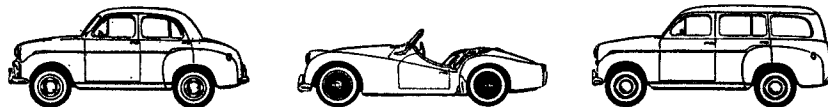
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TO: ALL DEALERS
DEPT: SERVICE AND PARTS

BULLETIN #T-60-7
DATE: FEBRUARY 23, 1960
SUBJECT: TR-3 REAR AXLE CROSS PIN
PART NO. 100844 EFFECTIVE FROM
COMMISSION NO. TS-56886 TO
TS-59204

RELEASE: IMMEDIATE

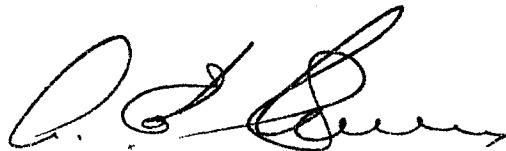
Isolated cases have been reported of the failure of the differential cross pin No. 100844, due to a small batch of pins having been produced without the normal case hardening treatment. This pin is common to a number of Standard-Triumph vehicle types which are not imported into the U.S.A. and therefore it is quite possible that no TR-3's are affected.

However, in view of this information, it is considered advisable to check this item on any TR-3 cars between the above serial numbers, should any owner or service department report excessive backlash in the drive line.

The condition can be quickly ascertained by the following operations:

1. Remove differential back cover plate.
2. Turn differential to a position exposing the end of the cross pin in the differential carrier.
3. Test cross pin for hardness with center punch.
4. If satisfactory, replace back cover plate and lubricant or carry out any normally required repair operation.

In the event of a soft cross pin, it will be necessary to remove the differential unit to effect replacement for which a labor time allowance of five hours, plus parts, will be made. Please quote this Bulletin as a claim reference.


Alfred E. Sherman
Service Director

AES/ak



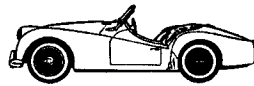
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TO: ALL DEALERS

BULLETIN #T-60-13

DEPT: SERVICE & PARTS

DISTRIBUTION: SERVICE & PARTS MANAGERS

SUBJECT: GEARBOX HOUSING - TR-3A

RELEASE: IMMEDIATE

To clarify the question of interchangeability between the new type Housing 206286 and the original version 301039, please be advised that the only basic difference is that additional space has been allowed in the casting of 206286 to accommodate the new starter motor, 202791, which was introduced from Commission No. TS-50001 and future.

The new housing is adaptable for fitting not only the new starter, but also its predecessor 201906, and for this reason it is only necessary to carry stocks of the latest type housing 206286 for service purposes. The original gearbox casing 301039 is only capable of servicing the old type starter 201906.

Alfred E. Sherman
Service Director

AES/ak



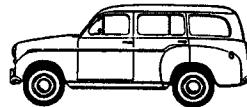
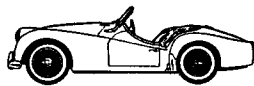
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TO: ALL DEALERS

BULLETIN #T-60-14

DEPT: SERVICE

DATE: April 11, 1960

DISTRIBUTION: SERVICE MANAGERS

SUBJECT: DIFFICULT COLD STARTING
TRIUMPH SEDAN AND ESTATE WAGON

RELEASE: IMMEDIATE

We have received complaints from time to time on the above subject, and request that the following information should be circularized to all Dealers.


Where difficulty is experienced in starting from cold, experience has shown that this is generally due to leakage of fuel from the carburetor float chamber, owing to slackness in the main jet holder nut and/or the starting jet holder nut. This comes about because of natural initial slight shrinkage of the fibre washers fitted under these nuts, which are visible and readily accessible on the exterior of the carburetor float chamber body.

The following items should also be checked:

1. Ensure that operation of the dash choke control knob results in the choke lever on the carburetor coming fully into the "choke" position.
2. Throttle idle setting should not be set at too high a speed.
3. Accelerator pedal should not be depressed until after the engine has started.

This assumes that the engine and ignition system are in good working order and properly adjusted.

The information will apply equally to the Herald Sedan, fitted with the Solex carburetor.


Alfred E. Sherman
Service Director

AES/ak



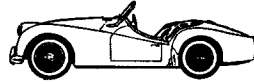
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TO: ALL DEALERS

BULLETIN #T-60-15

DEPT: SERVICE

DATE: April 12, 1960

DISTRIBUTION: DEALERS

SUBJECT: TRIUMPH HERALD
OWNER'S REPAIR MANUAL

RELEASE: IMMEDIATE

To save owners the expense of purchasing a full workshop service manual, the factory has designed and printed a streamlined edition comprising 200 pages and covering every type of repair that an owner could conceivably do himself without the aid of special workshop equipment.

The Owner's Repair Manual, Publication #508912, will carry a suggested retail price of \$2.75, allowing a distributor discount of 40%, which will permit you to sell at list, less 20% to your Dealers. In view of the low price, this should prove to be a very free-selling publication and we should like to receive your orders, on a separate order blank, within the next ten days, so that our USA requirements can be collated and submitted in bulk for early shipment.

A. E. Sherman
Service Director

AES/ak

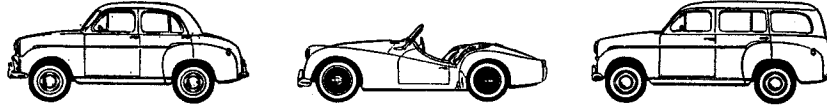


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TO: ALL DEALERS

AMENDMENT TO BULLETIN #T-60-15

DEPARTMENT: SERVICE

DATE: MAY 17, 1960

DISTRIBUTION: DEALERS

SUBJECT: TRIUMPH HERALD
OWNER'S REPAIR MANUAL

RELEASE: IMMEDIATE

To save owners the expense of purchasing a full workshop service manual, the factory has designed and printed a streamlined edition, comprising 200 pages and covering every type of repair that an owner could conceivably do himself, without the aid of special workshop equipment.

The Owner's Repair Manual, Publication #508912, will carry a suggested retail price of \$2.75, less a discount of 20% to our Dealers. In view of the low price, this should prove to be a very free-selling publication, and we should like to receive your orders on a separate order blank within the next ten days, so that our requirements can be collated and submitted in bulk for early shipment.

order 4

A. E. Sherman
Service Director

AES/ak



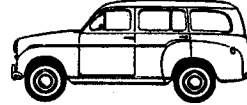
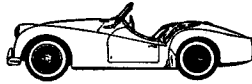
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TO: ALL DEALERS

BULLETIN #T-60-16

DEPT: Service and Parts

May 3, 1960

SUBJECT: GEARBOX AND CLUTCH HOUSING TRIUMPH ESTATE WAGON AND
TRIUMPH HERALD RANGE

A re-designed gearbox casing and clutch housing has been introduced on the Triumph Estate Wagon and Triumph Herald models to give added strength to the gearbox.

The one-piece, light alloy gearbox and clutch housing has been replaced by a separate cast iron gearbox casing and clutch housing which are bolted together. Bolted to the clutch housing is a separate boss or bracket which accommodates the hydraulic clutch operating cylinder. The clutch disengaging lever mounting bracket is eliminated and the lever is mounted by the hinged tongue direct on to the housing. The disengaging lever remains unchanged.

The constant pinion shaft front end cover, formerly bolted to the front face of the gearbox, will, in the new assembly, be pressed and pegged into the clutch housing becoming part of the clutch housing assembly.

If the clutch bell housing requires replacing, the clutch housing incorporating the front end cover as an assembly (Part No. 30200) is used and will be supplied as shown on the attached parts list.

The modified gearbox and clutch housing will be incorporated at the following serial numbers:

Triumph Estate Wagon	- TBE-56986
Herald Saloon	- G-28873
Herald Coupe	- Y-6216
Herald Convertible	- From initial production

The change in part numbers is shown on Page 23 in the Triumph Herald Parts Catalog part number 508073/USA in columns F & K. It is, therefore, only necessary for you to include the above serial numbers in columns G & L respectively.

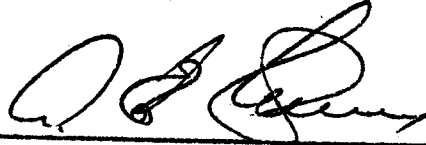
It will, however, be necessary to add in all the part numbers and descriptions on Page 14 of the Triumph Sedan and Estate Wagon Parts Catalog part number 506533. For your information the new parts are as follows:

<u>Part No.</u>	<u>Description</u>	<u>Quantity</u>
303709	Gearbox Case	1
123641	Clutch housing assembly comprising the following four items.	1
122566	Clutch housing (not serviced) Front end cover (only serviced as a separate item when only a front end cover is required).	
112236	Bush	2
DPO205	Dowel	1
206173	Slave Cylinder boss	1
HB0809	Bolt	2
WL0208	Washer lock	1
122569	Paper Washer	1
HB0908	Bolt 3/8" UNF	4
WL0219	Spring Washer	4
WU3908	Bolt - Wedgelok	1
500464	Copper Washer	1
206541	Clutch Disengaging Lever-Ball throwout Assembly	1
302000	Gearbox and clutch housing	1
112235	Bracket - Clutch disengaging lever	1
123887	Bolt Wedglok	6
114034	Washer Copper plated	6
106438	Washer - Front Cover	1
202993	Clutch disengaging lever Ball Throwout Assembly	1
HU0806	Set screw	2
WL0208	Washer lock	2
WP0008	Washer Plain	2
119223	Front End Cover	1

It the unlikely event of replacement of the clutch housing to an existing gearbox front end cover, it will be necessary to drill and dowel the clutch housing as the latter part is supplied undrilled. Alternatively, where an existing clutch housing is used in which there will already be a drilled hole, it will be easier to assemble the front cover to the clutch housing and drill both in a new location rather than drill the front end cover separately and attempt to line up the two holes.

The conditions in this final paragraph should rarely come about if the new clutch housing assembly complete part number 123641 is utilized as this incorporates both components.

In view of the above change, please adjust the order points on your inventory record cards with respect to the replaced items and, if you have not already done so, please place an order for the new parts immediately.



A. E. SHERMAN
Service Director

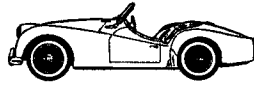


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TO: ALL DEALERS

BULLETIN #T-60-18

DEPT: SERVICE and PARTS

May 3, 1960

SUBJECT: TR-3 FLASHER WARNING LIGHT

This is to advise that the TR-3 flasher warning light has been changed in color from Amber to Green and is applicable to all TR-3s from Serial Number TS 70182-L. The following details apply:

ORIGINAL

NEW

Amber Flasher
Part No. 501348

Green Flasher (from Commission
Part No. 128378 No. TS 70182-L)

Body and Bezel
Lucas No. 38068

Body and Bezel
Lucas No. 38095

Breakdown of Assembly 501348 reads as follows:

- | | |
|-------------|-------------------------------------|
| Bezel only | - Part No. 502147 |
| Bulb Holder | - Part No. 502342 (Lucas No. 59020) |
| Bulb | - Part No. 59492 (Lucas No. 987) |

It will be noted that the changeover affects only the body and bezel - the other parts remaining as before.

A. E. SHERMAN
Service Director



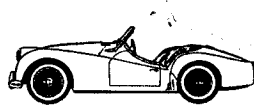
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TO: ALL DEALERS

BULLETIN #T-60-19

DEPARTMENT: SERVICE AND PARTS

DATE: May 3, 1960

DISTRIBUTION: DEALERS

SUBJECT: HUB ADAPTORS FOR
TRIUMPH TR-3 WIRE WHEELS

RELEASE: IMMEDIATE

These hub adaptors can be used on all TR-3 Sports Cars from serial number TR-13046 where it is desired to fit wire wheels. It is, however, essential that the wheel studs are shortened by 5/16" to prevent them fouling the back of the wire wheels.

The part numbers involved are:

Hub Adaptor - right hand	202446	Quantity - 2
Hub Adaptor - left hand	202447	Quantity - 2
Attachment Nut	110366	Quantity -16

It is most important that the attachment nuts are initially tightened to a torque of 65 lbs. ft. after which the vehicle should be run approximately ten miles and the torque tightness rechecked. This will allow for any settlement between the mating surfaces of the hubs and adaptors and prevent subsequent loosening of nuts after further running.

Cars fitted with wire wheels after TS 13046 are double-checked in production for tightness of the hub adaptor attachment bolts. It is nonetheless important they should be re-torqued to 65 lbs. ft. during the Pre-Delivery Check and First Service (500 miles attention).

A. E. Sherman
Service Director

AES/ak



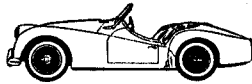
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BULLETIN #T-60-22

DATE: May 16, 1960

SUBJECT: CLEANING MATERIALS

TR-3 & HERALD CONVERTIBLE SOFT
TOP TONNEAU COVER

RELEASE: IMMEDIATE

Please be advised that the vynide material from which our weather equipment is made should be cleaned as follows:

1. For the removal of normal soil, a mild detergent solution or soap and water, applied with a soft cloth may be considered the best and safest cleaning agent.
2. Where weather equipment has become stained, unleaded gasoline or carbon tetrachloride is usually effective in removing them; but it is essential to use these liquids sparingly and with the utmost care, in order to prevent damage to the material.

A. E. Sherman
Service Director

AES/ak



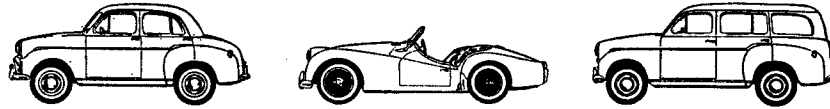
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TO: ALL DEALERS
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BULLETIN #T-60-29
DATE: June 6, 1960
SUBJECT: TRIUMPH HERALD
FRONT SUSPENSION
RELEASE: IMMEDIATE

Please be advised that mistakes could be made in the supply and fitting of Herald vertical links inasmuch as the right-hand one, Part Number 205483, has a right-hand thread and the left-hand vertical link, Part Number 205484, has a left-hand thread. This point is not raised in the Workshop Manual, Section 4.

Care should therefore be taken when ordering vertical links to ensure that the correct part number is specified to service the particular side of the car being repaired.

Alfred E. Sherman
Service Director

AES/ak



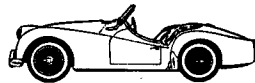
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TO: ALL DEALERS

DEPT: SERVICE AND PARTS

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BULLETIN #T-60-30

DATE: June 14, 1960

SUBJECT: CORRECTION TO TR PARTS
CATALOGUE NO. 501653/USA

RELEASE: IMMEDIATE

On page 140, Plate reference AW-64 is identified as a Steel Washer, part number 500588-A through 500588-G according to thickness.

The illustration, however, clearly shows two washers and, in actual fact, the washer shown in the foreground is the Steel Spacing Washer and the one in the rear is a bronze Thrust Washer which should carry part no. 500613.

Please correct this error in your TR-3 Parts Catalogue by entering part no. 500613 Thrust Washer and raise a Stock record card for order purposes.

Alfred E. Sherman
Service Director

AES/ak

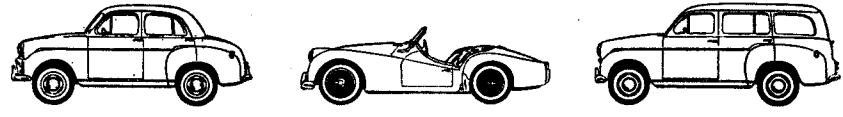


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TO: All Dealers
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BULLETIN #T-60-31
DATE: June 14, 1960
SUBJECT: TR-3 MODIFIED GENERATOR AND
REGULATOR
RELEASE: IMMEDIATE

At Engine #TS 59289, the Generator, Part No. 205939 (Type C39 19 Amp) and matching Regulator, Part No. 102766 were replaced by a generator of increased capacity, Part No. 203252 (Type C40 23 Amp.) and matching regulator, Part No. 122089.

From a service point of view, it is important to note that the generators and matching regulators are interchangeable in pairs but a new type generator must not be used with the older regulator or vice versa.


Alfred E. Sherman
Service Director

AES/ak



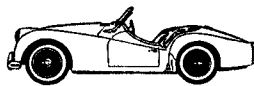
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TO: ALL DEALERS

BUTLETIN #T-60-32

DEPT: SERVICE AND PARTS

DATE: June 20, 1960

SUBJECT: HERALD LUBRICATION FITTINGS

There are four points at which lubricant is applied to the Triumph Herald. (Steering Box, front suspension pivots, water pump and rear hubs). The correct grease fittings for the points are covered by Alemite grease fittings of two types.

1. 1637-B (Small)

2. 1688-B (Large)

On current Herald models the steering box uses the large fitting, later models will use the small fitting.

These fittings should be obtained from local sources for service shop use.

As a precautionary measure, the rear hubs should be lubricated at Pre-Delivery or 500-Mile Service. (5 strokes with hand gun - normal grease).

Alfred E. Sherman
Service Director

AES/ak



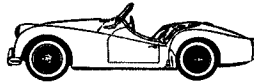
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TO: ALL DEALERS
DEPT: SERVICE AND PARTS

BULLETIN #T60-33
DATE: July 6, 1960
SUBJECT: DELETION OF CYLINDER BLOCK
DRAIN TAP ON HERALD & SMALL
CAR RANGE

To reduce the possibility of coolant leaking from the cylinder block drain tap on the Herald and Small Car range engines and to reduce cost, the drain tap on the cylinder block is replaced by a drain plug.

It is felt that with the widespread use of anti-freeze, the fitting of a plug rather than a tap is not detrimental. However, it is pointed out that if it is desired to drain all the coolant for any purpose, the cylinder block must still be drained.

The drain plug is interchangeable with the tap, part numbers being as follows:

Drain Tap 61478

replaced by

Drain Plug 129077

The incorporation of this change took place at the following engine numbers:

G 39124 E
Y 13119 E
BE 162355E

Alfred E. Sherman
Service Director

AES/ak



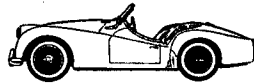
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TO: ALL DEALERS
DEPT. SERVICE AND PARTS

BULLETIN #T-60-34
DATE: July 6, 1960
SUBJECT: FREE SERVICE

This will remind Dealers that the one only Free Service should be carried out on all new Triumph vehicles - Herald, TR-3 and the Estate Wagon at 500 miles.

It is the responsibility of the Dealer to ensure that the customer clearly understands that the car is returned for the Free Service. The customer should also be notified that the car may be taken for the Free Service to any other authorized dealer, if it is impractical for him to return to the selling dealer.

Where an owner intends to have his Free Service carried out elsewhere, the selling dealer should be prepared to accept a charge from the servicing dealer in an amount equivalent to 3-3/4 hours retail labor. (Customer pays for lubricants used).

Please note that this arrangement is clearly detailed in the text on the face of the 500 Mile Free Service Voucher, which forms part of the Voucher Book issued with every new vehicle; and we are calling this to your attention so that there will be no misunderstanding on your part or the owners.

Alfred E. Sherman
Service Director

AES/ak



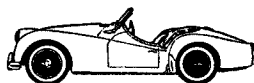
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TO: ALL DEALERS

DEPT: SERVICE AND PARTS

BULLETIN #T-60-35

DATE: July 27, 1960

SUBJECT: SPEEDOMETERS AND AXLE
RATIOS TRIUMPH TR-3

To avoid any misunderstanding in regard to TR-3 speedometer equipment, we quote herewith part numbers. Also quoted are the calibration figure and the Manufacturer's number inscribed on the face of the instruments.

It should also be noted that the standard axle ratio for the Triumph TR-3 is 3.7:1 whether or not fitted with overdrive. The 4.1:1 axle ratio is only supplied when specifically ordered.

3.7 Axle Dunlop Tires

Part No. 108192 - Manufacturer's No. SN 6319/03. 1184 R.P.M.

4.1 Axle Dunlop Tires

Part No. 113631 - Manufacturer's No. SN 6319/02 1312 R.P.M.

3.7 Axle Michelin X Tires

Part No. 119047 - Manufacturer's No. SN 6319/06 1216 R.P.M.

4.1 Axle Michelin X Tires

Part No. 119046 - Manufacturer's No. SN 6319/04 1344 R.P.M.

It is essential when changing the tire size from that originally supplied with the vehicle that the speedometer is changed to conform with the above details.

Alfred E. Sherman
Service Director

AES/ak

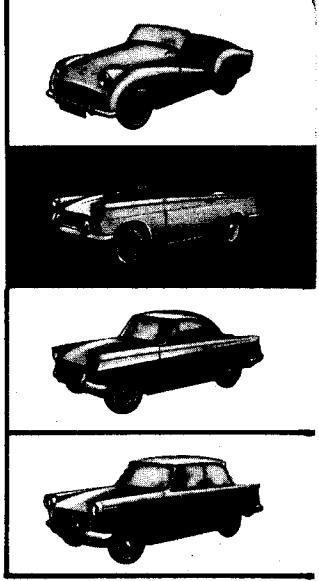


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TO: ALL DEALERS
DEPT: SERVICE and PARTS

BULLETIN #T-60-35A
DATE: December 1, 1960
SUBJECT: SPEEDOMETERS AND AXLE RATIOS
TRIUMPH TR-3

To avoid any misunderstanding in regard to TR-3 speedometer equipment, we quote herewith part numbers. Also quoted are the calibration figures and the Manufacturer's numbers, inscribed on the face of the instruments.

It should also be noted that the standard axle ratio for the Triumph TR-3 is 3.7:1 whether or not fitted with overdrive. The 4.1 axle ratio is only supplied when specifically ordered.

	<u>STANDARD-TRIUMPH PART NUMBER</u>	<u>MANUFACTURER'S PART NUMBERS</u>
3.7 AXLE DUNLOP TIRES	108192	SN 6319/00 - 1184 RPM SN 6307/04 - 1180 RPM
4.1 AXLE DUNLOP TIRES	113631	SN 6319/02 - 1312 RPM SN 6307/08 - 1300 RPM
3.7 AXLE MICHELIN X TIRES	119047	SN 6319/06 - 1216 RPM SN 6307/11 - 1200
4.1 AXLE MICHELIN X TIRES	119046	SN 6319/04 - 1344 RPM SN 6307/10 - 1325

It is essential, when changing the tire size from that originally supplied with the vehicle, that the speedometer is changed to conform with the above details.

Alfred E. Sherman
Service Director



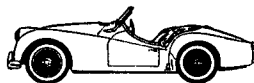
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TO: ALL DEALERS
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BULLETIN #T-60-36
DATE: August 3, 1960
SUBJECT: RADIATOR REPAIRS

In the event of repairs to radiators necessitating a Warranty claim, please arrange to quote the serial number of the radiator itself on the claim form.

Radiator serial numbers will be found on the header tanks.

Alfred E. Sherman
Service Director

AES/ak



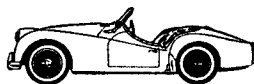
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TO: ALL DEALERS
DEPT: SERVICE AND PARTS

BULLETIN #T-60-37
DATE: August 3, 1960
SUBJECT: COLLAPSIBLE STEERING COLUMN
TRIUMPH HERALD

A modification has been introduced to the IMPACTOSCOPIC clamp on the Herald steering column which eliminates the former type of spring clamp part number 122670 in favor of a thicker locating plate part number 135782.

The torque applied to the inner steering column is now effected by the application of an Allen screw part no. 125781 centrally located in the clamp to the maximum torque figure obtainable by simply tightening this screw to the fullest extent with an Allen key of the correct size.

The maximum torque figure obtainable by use of this size of Allen key is 4 lbs. ft. this being the specified figure. The Allen screw is, in turn, locked with a lock nut JN 2110.

The complete details of changed part numbers are as follows:

<u>PART NUMBER</u>	<u>EXISTING PARTS</u>	<u>QUANTITY</u>
122670	Spring Steering Column Clamp	1
WP0007	Washer Plain	2
YN2957	Nyloc Nut	2
HBO712	Bolt 1/4 UNF	2
<u>PART NUMBER</u>	<u>NEW PARTS</u>	<u>QUANTITY</u>
125782	Locating Plate	1
125781	Locating Screw	1
JN2110	Locknut	2
HBO710	Bolt	2
WLO207	Lock Washer	2

Serial numbers from which this modification was incorporated are as follows:

Herald Sedan - G-74525
Herald Coupe - Y-7350
and Convertible

Alfred E. Sherman
Service Director

AES/ak



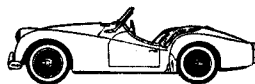
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TO: ALL DEALERS
DEPT. SERVICE & PARTS

BULLETIN #T-60-38
DATE: August 4, 1960
SUBJECT: AMENDMENT TO SERVICE BULLETIN
T-60-31

The Generator, Part No. 203252 (Type C39 19 Amp) and matching Regulator, Part No. 102766 were replaced by a Generator of increased capacity, Part No. 205939 (Type C40 23 Amp) and matching Regulator, Part No. 122089 effective from serial number TS-57001.

From a service point of view, it is important to note that the generators and matching regulators are interchangeable in pairs but a new type generator must not be used with the older regulator or vice versa.

Please note this amendment on Bulletin #T-60-31.

Alfred E. Sherman
Service Director

AES/ak



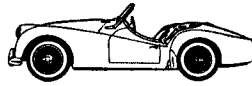
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TO: ALL DEALERS
DEPT: SERVICE AND PARTS

BULLETIN #T-60-39
DATE: August 17, 1960
SUBJECT: OVERDRIVE UNIT -
TRIUMPH TR-3A

Your attention is called to a discrepancy on Page 140, TR Parts Catalogue 501563/USA.

Plate number A.W. 64 clearly indicates a spacing washer (steel) Item 64 and a bronze thrust washer. Please correct your Parts Catalogues so that the steel spacing washer (Item 64) carries part number 500588A through 500588G according to thickness. The thrust washer illustrated at the same point carries part number 500610 and should not be bracketed in the illustration.

Please also correct your inventory cards and place an order for a quantity of part 500610 immediately, so that there will be no delay when these are required by your customers for repair work in the future.



Alfred E. Sherman
Service Director

AES/ak

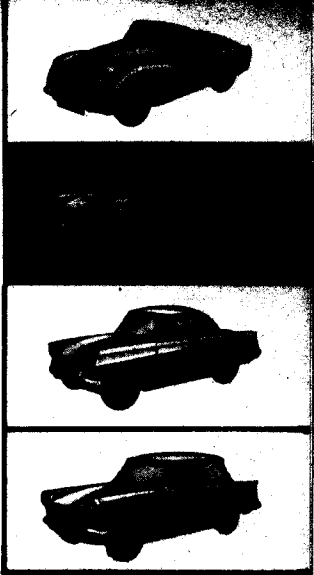


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TO: ALL DEALERS
DEPT: SERVICE and PARTS

BULLETIN: #T-60-41
DATE: September 7, 1960

SUBJECT: HERALD CLUTCH ADJUSTMENT

Due to the increasing number of inquiries concerning the easiest method of adjusting the Herald clutch slave cylinder push rod, we are enclosing a sufficient number of information sheets, which include a brief sketch for distribution to all service personnel.

Alfred E. Sherman
Service Director

AES/ak



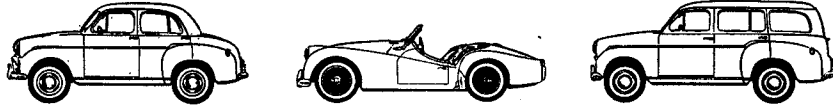
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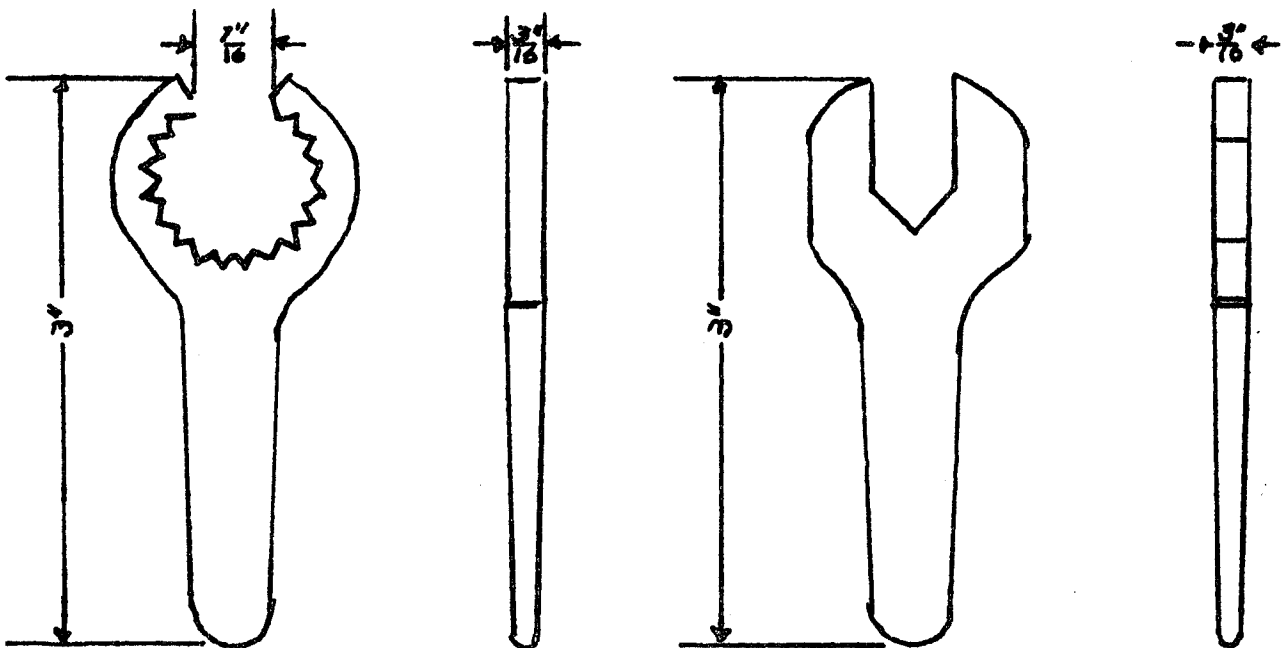
HERALD CLUTCH ADJUSTMENT

Due to the increasing number of inquiries regarding clutch adjustment on the Herald, the following method will give a quick and easy adjustment.

Firstly, a $7/16$ " single ended flare nut wrench should be cut and ground as shown also a $7/16$ " open ended wrench cut and ground as shown below.

The right hand is used to insert the flare nut wrench between the chassis member and the exhaust pipe and pass over the push rod on to the lock nut. The open ended wrench is used in the left hand to engage the adjusting nut, and this is done by inserting the wrench between the left hand foot well and chassis frame.

Correct adjustment is $.080$ " clearance between the clutch slave cylinder push rod nuts and the abutment bracket. This adjustment is scheduled in the Maintenance Voucher Book for checking at pre-delivery, 500 mile free service and at each subsequent 3,000 mile service period.





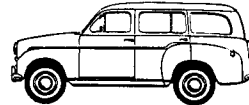
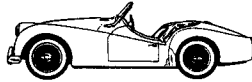
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TO: ALL DEALERS
DEPT: SERVICE AND PARTS

BULLETIN #T-60-43
DATE: October 21, 1960
SUBJECT: CABLE HARNESS
TRIUMPH HERALD MODELS ONLY

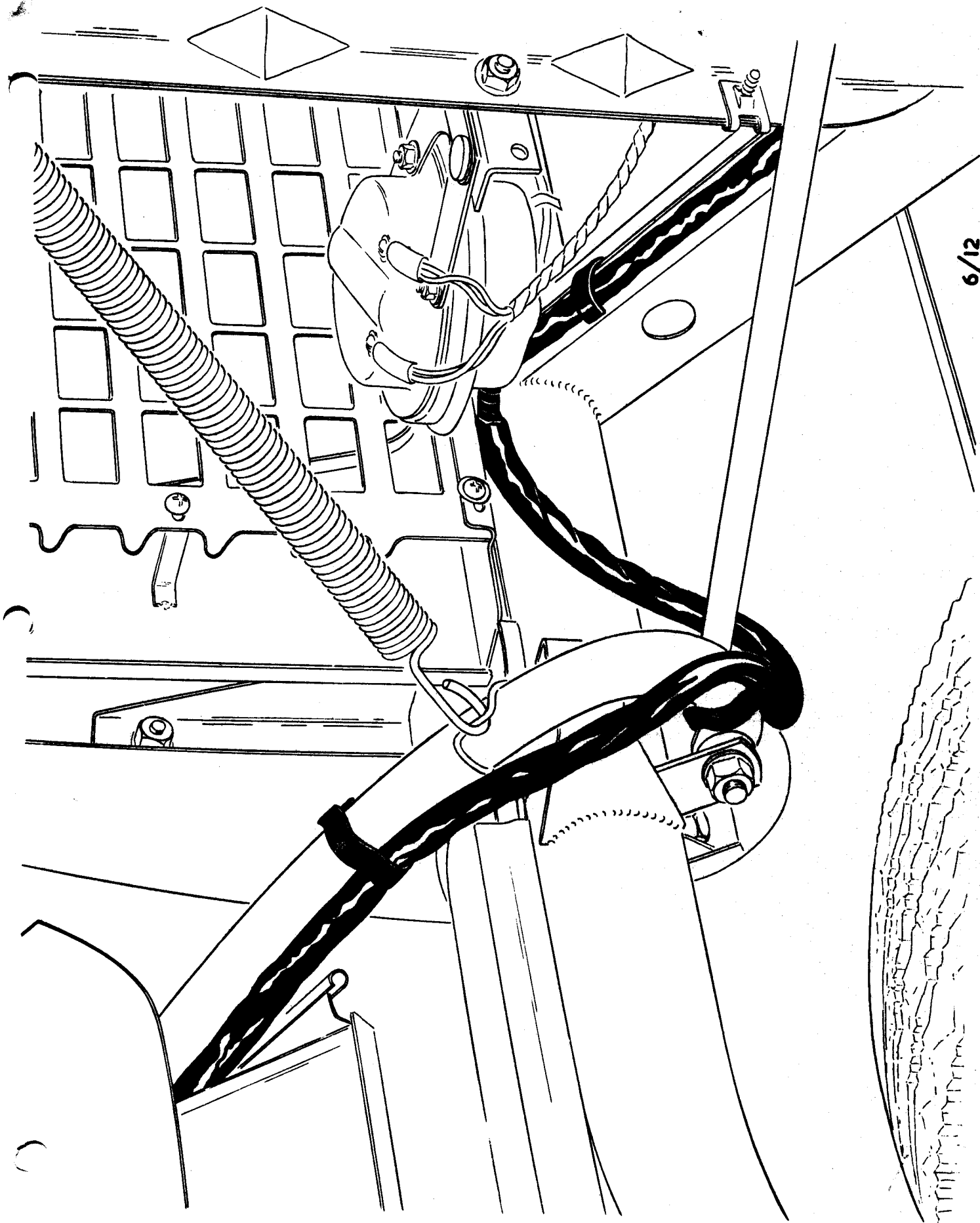
Positioning the cable harness on the inside of the tubular hinge member near the bonnet spring has caused, in a few instances, excessive chafing of the cable, resulting in some harnesses having been burned out.

Although this incorrect cable run applies only to a small number of vehicles, you are requested to check all Heralds entering your premises.

If necessary, reposition the cable as shown on the attached illustration, that is, move the cable from the inside of the tubular hinge member to the outside. This is readily carried out by removing the bonnet spring, moving the cable into the correct position and putting the spring back in position. This operation may be done in the matter of a few seconds and therefore, no reimbursement will be considered under our warranty terms.

Alfred E. Sherman
Service Director

AES/ak



6/12

TRIUMPH HERALD WIRING LOOM POSITIONING

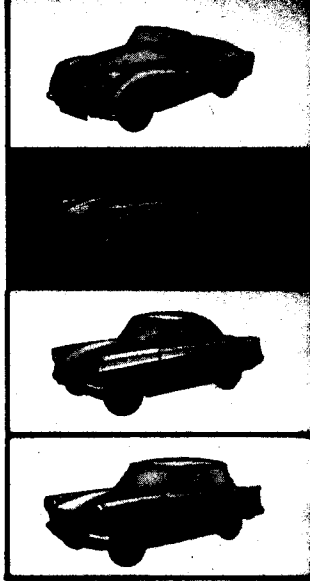


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TO: ALL DEALERS

BULLETIN #T-60-45

DEPT: SERVICE and PARTS

DATE: November 15, 1960

**SUBJECT: HERALD CLUTCH ADJUSTMENT
SPECIFICATION CHANGE**

In order to eliminate the necessity for adjusting the clutch, a Hydrastatic type clutch operation has been introduced. Tests have shown that with this type of operation, where the Ball Throwout and Release Lever Plate are in constant light contact, no extra wear takes place.

Vehicles originally fitted with adjustment facilities for the clutch may be serviced with original details, but if it is necessary to remove the gearbox for any reason, the clutch adjusting rod, return spring and brackets etc., may be discarded in order to achieve a Hydrastatic operation.

The incorporation of the Hydrastatic operation is as follows:

Herald Sedan - Single Carburetor - G 54534

Herald Coupe and Convertible - Y 17030

Details of parts affected:

206541 replaced by 208104, disengaging lever ball throwout assembly.

HU 0808 replaced by HU 0807 Setscrew - gearbox extension (2 off) formerly used to attach spring anchor bracket.

HU 0819 replaced by HU 0818 Bolt - 5/16" clutch slave cylinder securing bolt (1 off) formerly used to attach clutch adjusting rod stop bracket.

The following parts have been deleted:

(continued on next sheet)

#T-60-45

- 2 -

11/15/60

The following parts have been deleted: (continued)

112517 - Stop bracket - clutch adjusting rod.

112242 - Anchor bracket - clutch return spring.

112241 - Return Spring.

PC0007 - Cotter pin - clutch adjusting rod.

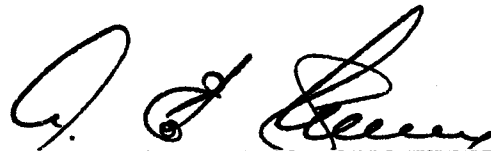
WP0042 - Plain washer between rod and split pin.

HN2007 - Lock nut on adjusting rod - Herald only.

JN2107 - Lock nut on adjusting rod - Small car and Atlas.

WP0007 - Washer adjusting rod.

WP0023 - Washer adjusting rod.



Alfred E. Sherman
Service Director

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TO: ALL DEALERS

BULLETIN #T-60-46

DEPT: SERVICE and PARTS

DATE: November 15, 1960

**SUBJECT: GEARBOX OIL LEAKAGE FROM
SPEEDOMETER DRIVE GEAR
RETAINING BOLT
TRIUMPH HERALD**

Should excessive oil leaks from Herald gearboxes be reported, it is recommended that the condition of the speedometer drive gear retaining bolt be examined, to ensure that the head of the bolt is in contact with its location on the gearbox extension. Should this bolt be found to stand clear, a flat washer, in conjunction with some non-hardening sealing compound, should be inserted in addition to the present lock washer.

The condition comes about, due to a small machining discrepancy which results in the retaining bolt being sufficiently over-length, whereby attempts to seat it flush with its boss would collapse the speedometer drive bush.

For illustration, refer to Triumph Herald Workshop Manual, Group 2, Page 27, Items 95 and 48.

**Alfred E. Sherman
Service Director**

AES/ak



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TO: ALL DEALERS

BULLETIN #T-60-47

DEPT: SERVICE and PARTS

DATE: November 29, 1960

SUBJECT: HERALD STEERING UNIT
SPECIFICATION CHANGE

Sedan G-19196

Coupe and Convertible Y-4351

From the above quoted Commission Numbers, the rack plunger, part number 120946 is no longer adjustable on the Triumph Herald rack and pinion steering equipment.

Servicing requirements are unchanged except for deletion of the cap screw, part number 120945, and its accompanying shims.

Please refer to the Herald Parts Catalog, page 42, items 31 and 32 for a clear illustration of the parts concerned.

Alfred E. Sherman
Service Director

AES/ak



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TO: ALL DEALERS

BULLETIN #T-60-48

DEPT: SERVICE and PARTS

DATE: DECEMBER 7, 1960

SUBJECT: HERALD

REAR AXLE CAMPAIGN INSPECTION
OF THE OUTER AXLE SHAFT
UNIVERSAL JOINT

The following information, together with the attached drawings, is being forwarded for urgent and immediate action to avoid the possibility of a failure in service of the outer axle shaft universal joint spider.

The suspect components may be found on a number of vehicles between the following serial numbers:

Sedans - G-52210 - G-57495
Coupes & Conv. - Y-15447 - Y-19016

Only universal joints bearing the letters B R D are involved and, therefore, it will be a comparatively simple matter to check which vehicles will require full inspection of the universal joint components.

The following procedures should be adopted:

1. PRELIMINARY IDENTIFICATION

Examine, from the under side of the vehicle, the casting symbols on the universal joint yoke fitted to the axle shafts, ensuring that both sides of each yoke are scrutinized. If B R D casting symbols are not present, no further action need be taken, except to apply a small dab of white paint on the firewall adjacent to the serial number plate. This will indicate that the vehicle has been checked out satisfactorily in this campaign. No warranty claim will be accepted for this simple examination which takes only a few minutes.

(continued on next sheet)

2. IF THE LETTERS B R D APPEAR ON THE UNIVERSAL JOINT YOKE -

There will then be the possibility of a suspect universal joint spider being fitted and, as it is the spider that can fail, the following closer inspection must be given to observe whether the spider is stamped in the position shown on the attached drawing with the letters DKM. -

- a. Remove the rear section of the exhaust system.
- b. Run the car on to a "drive-on" type hoist or over a pit, loading the car at the rear with approximately 560 lbs. (3 or 4 men) to achieve a "full bump" condition of the axle shafts. Roll the car backwards and forwards a few feet to allow the wheels to spread outwards to a condition of full negative camber without which the examination is not possible.
- c. With the aid of an inspection lamp and mirror, examine the symbol which is stamped on each spider face nearest to the flange (please refer to Sheet 2 of the attached illustrations). The cast symbol on the faulty spider is DKM.

Time allowance under warranty for the work in Paragraph 2a, 2b and 2c is one hour.

3. IF THE SYMBOL ON THE SUSPECT SPIDER CANNOT BE CLEARLY SEEN BY PROCEEDING AS IN PARAGRAPH 2.-

If the slightest doubt remains after cleaning and chalking the face of the spider, remove the axle shaft, hub and brake assembly complete to permit a closer inspection. Instructions on how to do this are attached to this bulletin.

Time allowance under warranty for the complete removal of the two axle shaft units is three hours.

4. IF THE SYMBOL D K M IS FOUND ON A UNIVERSAL JOINT SPIDER...

Proceed as in Paragraph 3 and then..

- a. Remove the brake drum.
- b. Detach the hub cap, slacken and remove the hub nut and, using Churchill Extractor #S 109, draw the hub from the axle shaft.
- c. Replace the axle shaft complete and reassemble.

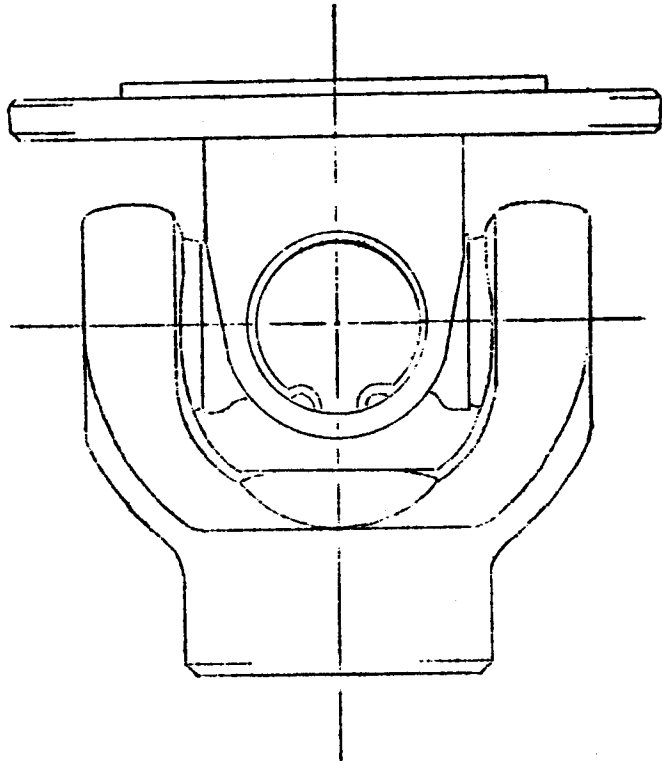
Time allowance under warranty for the replacement of two complete axle shafts, including preliminary examination - four hours.

NOTE: All warranty claims should bear the reference OSC-2-60 and only one claim per car should be submitted.



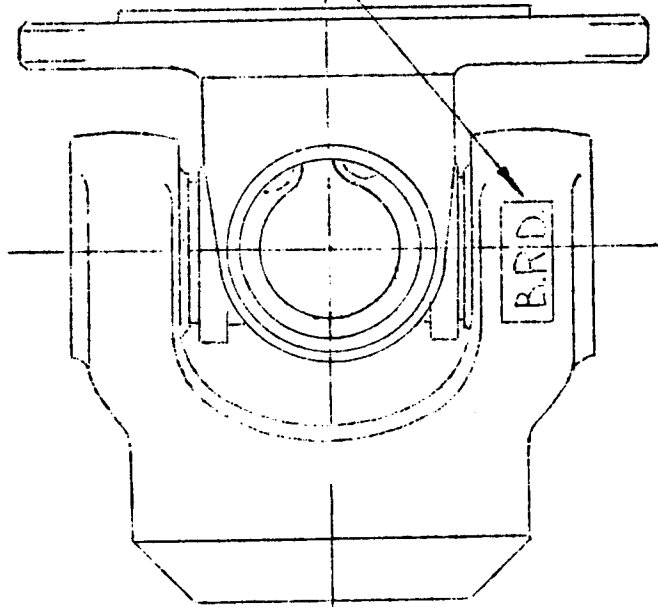
Alfred E. Sherman
Service Director

IDENTIFICATION OF B.R.D. U/Js ON 'HERALD'
OUTER AXLE SHAFTS



HARDY-SPICER TYPE

NOTE: THESE U/Js ARE
TRADE-MARKED AS SHOWN



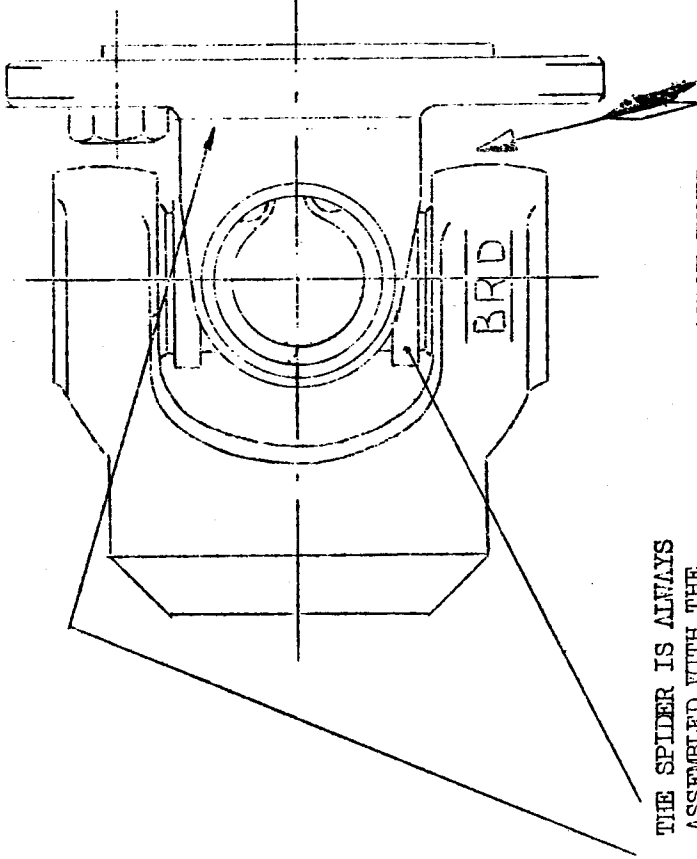
B.R.D. TYPE

TO FIND THE DEFECTIVE COMPONENT

ADD 5 CWT. OF BALLAST TO THE REAR END, ROLL THE VEHICLE FORWARD TO SPREAD THE WHEELS OUTWARD AT THE GROUND. WITH THE AID OF A TORCH, THE 'CAST SYMBOL' ON THE SPIDER (i.e. THE SUSPECT COMPONENT) CAN BE SEEN.

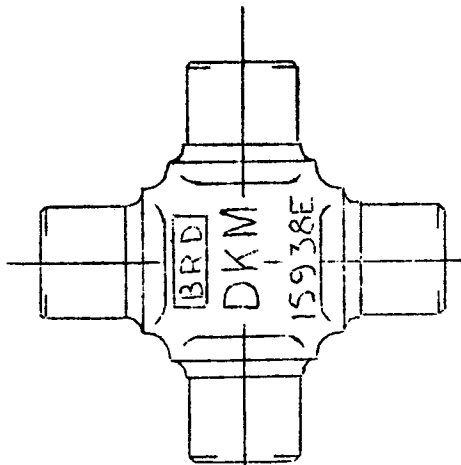
THE 'CAST SYMBOL' ON THE DEFECTIVE COMPONENT IS 'D.K.M.' AS SHOWN.

NOTE: THIS PROCEDURE ENSURES THAT THE IDENTIFICATION CAN BE CARRIED OUT ON THE HERALD REAR AXLE SHAFTS WITHOUT REMOVING THEM FROM THEIR VEHICLES.



ARROW SHOWS
DIRECTION FOR
VIEWING 'CAST SYMBOL'

THE SPIDER IS ALWAYS
ASSEMBLED WITH THE
CAST SYMBOL FACING
THE FLANGE.



THE DEFECTIVE COMPONENT

i.e. THE SPIDER

REAR AXLE

HUB AND OUTER AXLE SHAFT ASSEMBLY

Removal (Fig. 11)

1. Jack up rear of vehicle and support on chassis stands.
2. Remove hub disc, wheel nuts and road wheel.
3. Disconnect the flexible brake hose, at its inner end, from the chassis bracket and steel pipe.
4. Disconnect the handbrake cable, at its outer end, from the handbrake lever.
5. Utilize a jack, as shown on Fig. 4 to relieve the damper of load.
6. Remove the four nyloc nuts and bolts that secure the universal coupling flange of the outer axle shaft to the flange of the inner axle shaft.
7. Remove the nyloc nuts, washers and bolts from the radius arm attachment eyes (Fig. 4) and detach radius arm.

NOTE :—Raising or lowering the jack positioned beneath vertical link plates may facilitate the removal of these bolts from the radius arm.

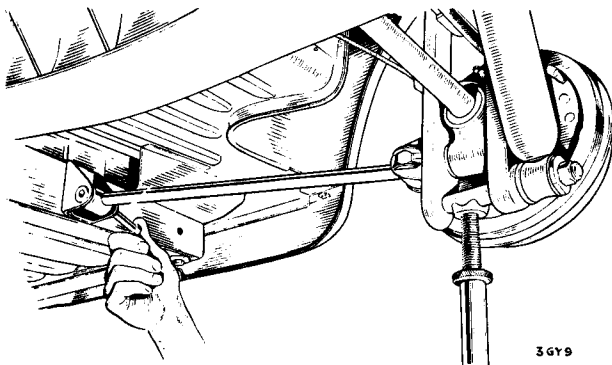


Fig. 4. Utilizing a jack to relieve load on damper

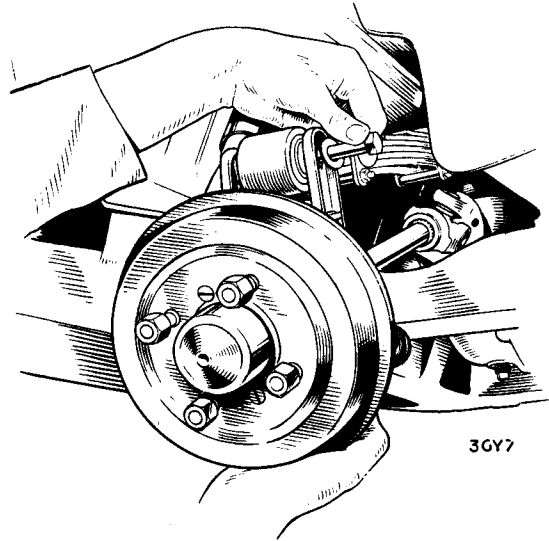


Fig. 5. Removing spring eye bolt

8. Remove the nyloc nut (11), and washer (10) from each damper attachment eye.
9. Remove the bolt from the damper upper attachment eye and withdraw the damper and rubber bushes (9).
10. Lower and remove jack from beneath vertical link plates.
11. Whilst supporting brake assembly remove the nyloc nut, plain washer, and bolt from the road spring eye, Fig. 5.
12. Withdraw the hub and outer axle shaft assembly from vehicle.



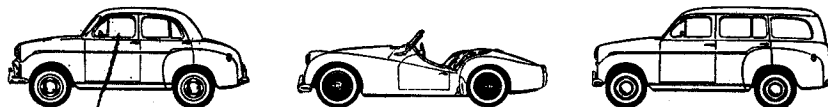
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March 3, 1960

REMOVAL AND TRANSFER OF BACK SEAT ON THE 1960 TRIUMPH TR-3

In regard to the recent factory body change on the 1960 TR-3 Roadster which are now being manufactured with a rear bench effect behind the front seats, the transferring of the rear seat from one car to another is not quite as simple as before and requires the following attention.

You will notice that a TR with a factory installed rear seat rests upon two front pegs and two rear brackets. Therefore, in removing the seat it is necessary of course, to remove the pegs and the brackets.

This is particularly important because the pegs are required for the other car into which the seat is being fitted, and it is also necessary to remove the pegs to avoid the hazard of personal injury in the car without the seat.

However, this unfortunately leaves two small holes in the front and two much larger and unsightly holes in the rear carpet when the brackets are removed.

Removal of the carpeting from one car to another is hazardous since the carpeting is cemented down, and while attempting to pull it free, it will possibly rip or leave some of the nap and weave on the tonneau box.

If the problem of leaving holes in the car from which the seat is removed is solved, the installation of the seat in another car is a relatively simple matter. You will find two holes have already been drilled in the forward section of the box, into which the seat pegs can be inserted and bolted through underneath with the necessary nut and washer.

In any event, as you can readily see, it would be best to avoid wherever possible, the removal or exchanging of seats unless it is absolutely essential.

Thank you.

A handwritten signature in cursive script, appearing to read 'A. E. Sherman', written above a horizontal line.

A. E. SHERMAN
Service Director



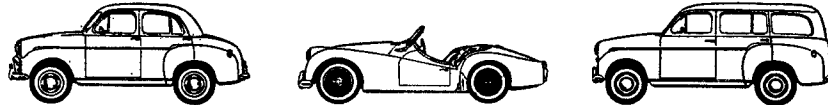
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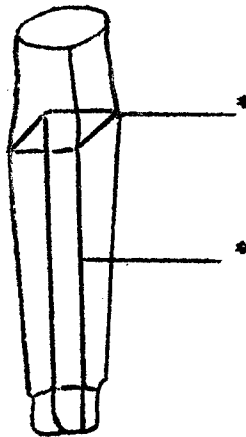


March 18, 1960

BULLETIN

It has come to our attention that it is difficult to fit the Budget Lock Key to the Spare Wheel Lid.

In order to overcome this problem, it will be necessary to grind each edge of the key as indicated in the diagram.



* Grind off 1/16" of 4 corners as indicated.

A. E. SHERMAN
Service Director

AES:ae



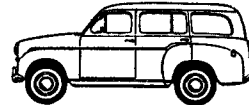
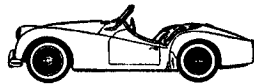
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TO: ALL DEALERS

DEPT: PARTS

DISTRIBUTION: DEALERS

BULLETIN #3

DATE: MAY 5, 1960

SUBJECT: STREAMLINED PARTS SERVICE

RELEASE: IMMEDIATE

IN ORDER TO FACILITATE THE SHIPMENT OF YOUR ORDERS, IT IS URGENTLY REQUESTED THAT PART NUMBERS BE LISTED IN NUMERICAL SEQUENCE.

PLEASE USE OUR ORDER PADS.

IF YOU HAVE A RUSH ORDER AND MUST USE THE 'PHONE, WE AGAIN REQUEST THAT YOU LIST THE PART NUMBERS IN NUMERICAL ORDER, AS YOU CALL THEM IN.

Railway Express is streamlining their service.

In order to help them in this streamlining, they have asked us to watch dates of shipping and delivery of packages.

In a short time, a post card will be enclosed with your packing slip, stating when we shipped.

Please note time you received your shipment, and simply drop the card in the mail.

Your assistance on both of the above counts will please your Triumph customers with the service they obtain.

M. Leonard
Parts Manager

ML/ak



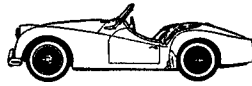
1200 SPRINGFIELD ROAD
UNION, N. J.

MUrdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



TO: ALL DEALERS

DATE: June 28, 1960

DEPT: SALES, SERVICE AND PARTS

SUBJECT: Saturday Closing
for July & August

Please be advised that the Parts and Administration offices will be closed on Saturdays for the months of July and August.

Therefore, if you have any urgent orders, will you please get them in early enough, so that they may be shipped by Friday afternoon.

Thank you.

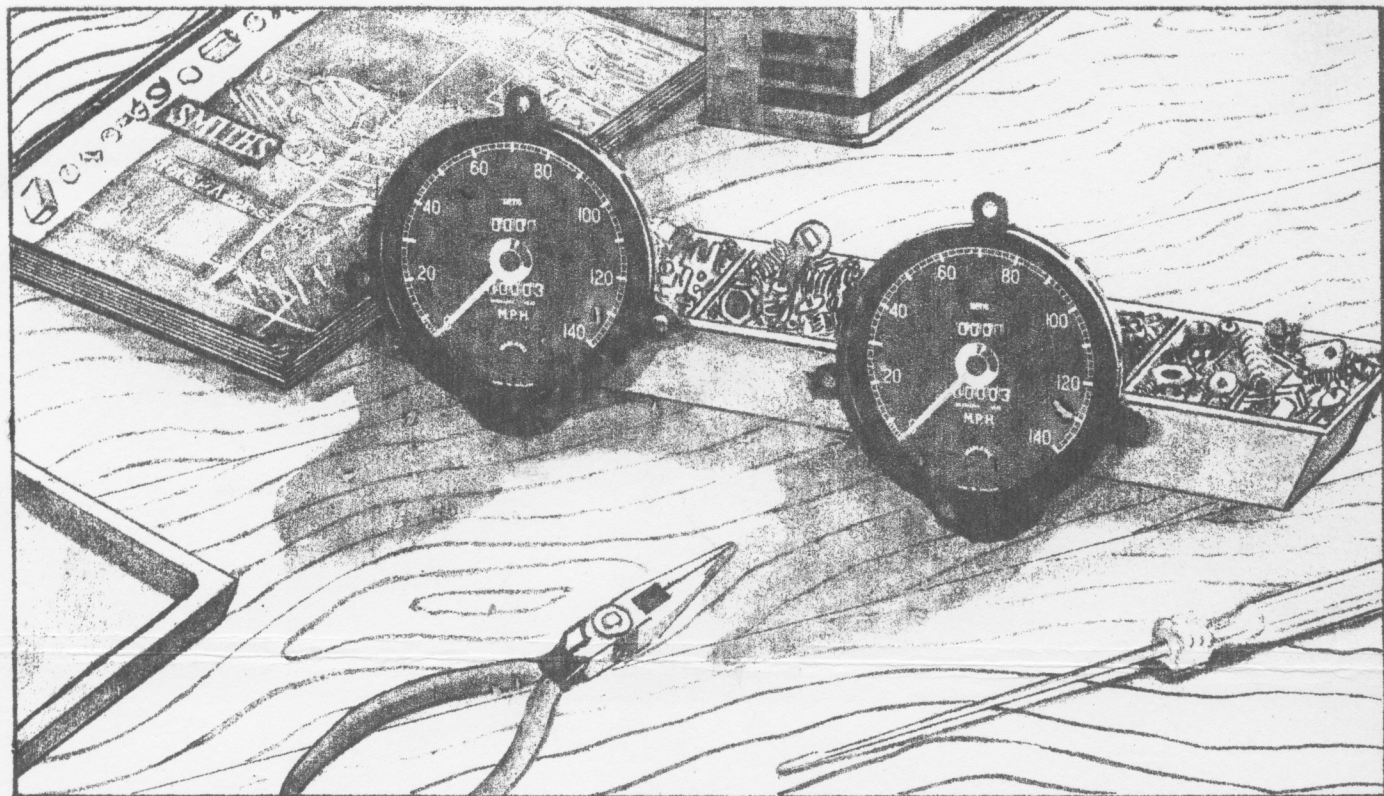
Alfred E. Sherman
Service Director

AES/ak

ONE IS NEW..
ONE IS F.R.U.

Compare them!

The F.R.U. unit is reconstructed with the same expert craftsmanship and the same world famous Smiths and S.U. parts as the new unit...and the same warranty applies to both. Only Nisonger F.R.U. plan gives you 48 hour service!...Only Nisonger serves you best by incorporating all new modifications into reconstructed units.



*MEET your customer's requirements.
Stock Smiths instruments. Use our
48 hour exchange plan on all Smiths
instruments and be guaranteed a
satisfied customer.*

Nisonger

Corporation

125 Main Street
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